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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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in the Area of Rijeka

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1. The director of the V. Lenac Shipyard in Rijeka is an army Major who has been detailed to the post from the 3 May Shipyard. Giordano Sorgomatto, [redacted] the chief engineer. The assistant chief engineer is a certain Boris, [redacted] who is in charge of construction plans. The shipyard employs no more than 600 persons. The following operational projects are presently in progress at the shipyard:

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- a. The SS HERCEGOVINA is being fitted and should be ready for consignment to the Merchant Marine by 15 July 1951. The ship has had extensive repair performed on her plates, in her hold and and coal bin.
- b. The SS SABAC is in a floating drydock where she is undergoing a change of many of her plates as well as some minor mechanical adjustments.
- c. The SS BRUNDISIA, a salvaged ex-Italian merchantman, lacks both main and auxiliary engines.
- d. The SS ASTERINA, another salvaged ex-Italian merchantman, is also stripped of her engines. Her hull is moored to the break-water facing the port captain's office.
- e. A motor patrol boat of the Yugoslav Navy is moored in the immediate vicinity of the bridge that joins Port Barres and the P. Drapsin mole (the external mole). The craft is 16 meters in length, is powered by two Fiat engines, has an auxiliary engine and is capable of a speed of 8 to 10 miles per hour. The radio equipment is located in the wheel house and has a standard type antenna. Her armament consists of a 37 mm. twin mount machine gun on the prow and a 20/65 mm. twin mount machine gun on the after bridge. The wheel house rises 1.80 meters above the deck and the mast is about 5 meters high. The height of the heavy weather shelter is about one half a meter. The stack for the engine exhaust fumes is as high as the wheel house. Note the following sketch and the legend pertaining thereto:

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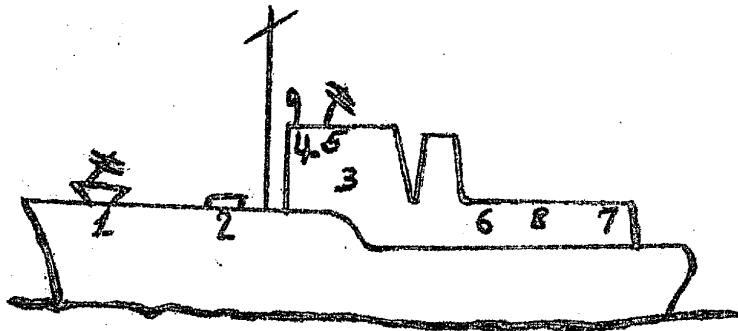
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LEGEND

1. A 37 mm. machine gun
 2. Hatch leading to the crew's quarters
 3. Bridge
 4. Searchlight
 5. A 20 mm. machine gun
 6. Heavy weather shelter
 7. Hatch to the galley
 8. Hatch to the quarters
2. Three crafts of the type just described have been repaired during 1951. Moored alongside this motor patrol boat, there is an iron-clad minesweeper, which has been undergoing repairs for approximately two months. Both the motor patrol boat and the minesweeper, it is reported, were formerly constructed and owned by the Italians. Construction work orders for naval craft originate either at Pulj or at Split. Much of the electrical materials used at the shipyard comes from a firm in Milan.
3. [redacted] there is general discontent among the shipyard workers with regard to their economic circumstances. Their income is reported to be far below the amount they should receive both from the standpoint of the purchasing power of their pay as well as the number of working hours each contributes. Every month each worker is paid from 2,000 to 3,000 dinars less than he should be, since many overtime hours of labor are arbitrarily regarded as hours of "voluntary labor"; consequently, no remuneration is forthcoming for these. The conditions of the workers prevailing at the V. Lenac Shipyards are said to be identical to those at the 3 May Shipyard, the Rankovic Shipyard, and all others in the area.
4. [redacted] the export of lumber from Rijeka has decreased considerably during the first half of June 1951 because of the lack of processed lumber in the warehouses.
5. About the middle of May 1951 the salvaging of a former Italian submarine which was sunk in the area of Porto Barres was completed. The craft was towed by the Yugoslav tugboat, TRUBENIK and it was brought either to Pulj or Split. With regard to the salvage operations, it is noted that the same submarine had been salvaged once before, however, owing to an explosion of one of her surfacing cylinders, she sank again. It is reported that the explosion was caused by an excess of compressed air which had been placed in the cylinder.

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6. [] on 15 or 16 June 1951 an ex-Italian destroyer marked, "54", was seen entering a dock at the 3 May Shipyard. 50X1-HUM
7. [] the Secretary-General of the "Unione degli Italiani del Istria" (The Union of Italians in Istria), Eros Sequi, allows a small number of Italians, all natives of the old Italian provinces, to read the Italian Communist Party organ, Unita. It is noted that the Yugoslav political authorities subscribe to all the Italian daily newspapers, regardless of their political views; however, the reading of these is restricted to a few persons who occupy high political positions. Hence, the fact that Sequi arranges for simple laborers, many of whom are not too highly educated, to read a Cominformist daily in the secret privacy of his office, would appear to be significant. These clandestine reading sessions never occur in groups, instead the participants have access to the literature individually. 50X1-HUM
8. Coming from Karlovac, several infantry and artillery units as well as approximately 20 tanks have arrived in the zone of Klana, Jurdani and Kastavska. The equipment of these units is described as being in excellent condition. Machine gun range exercises are said to be in progress in the Jurdani area.
9. [] two submarine chasers have been reported to be running speed tests at Bukori. It would appear, it is reported, that these boats underwent repair at the "Porto Re" (sic) navy yard. 50X1-HUM
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